

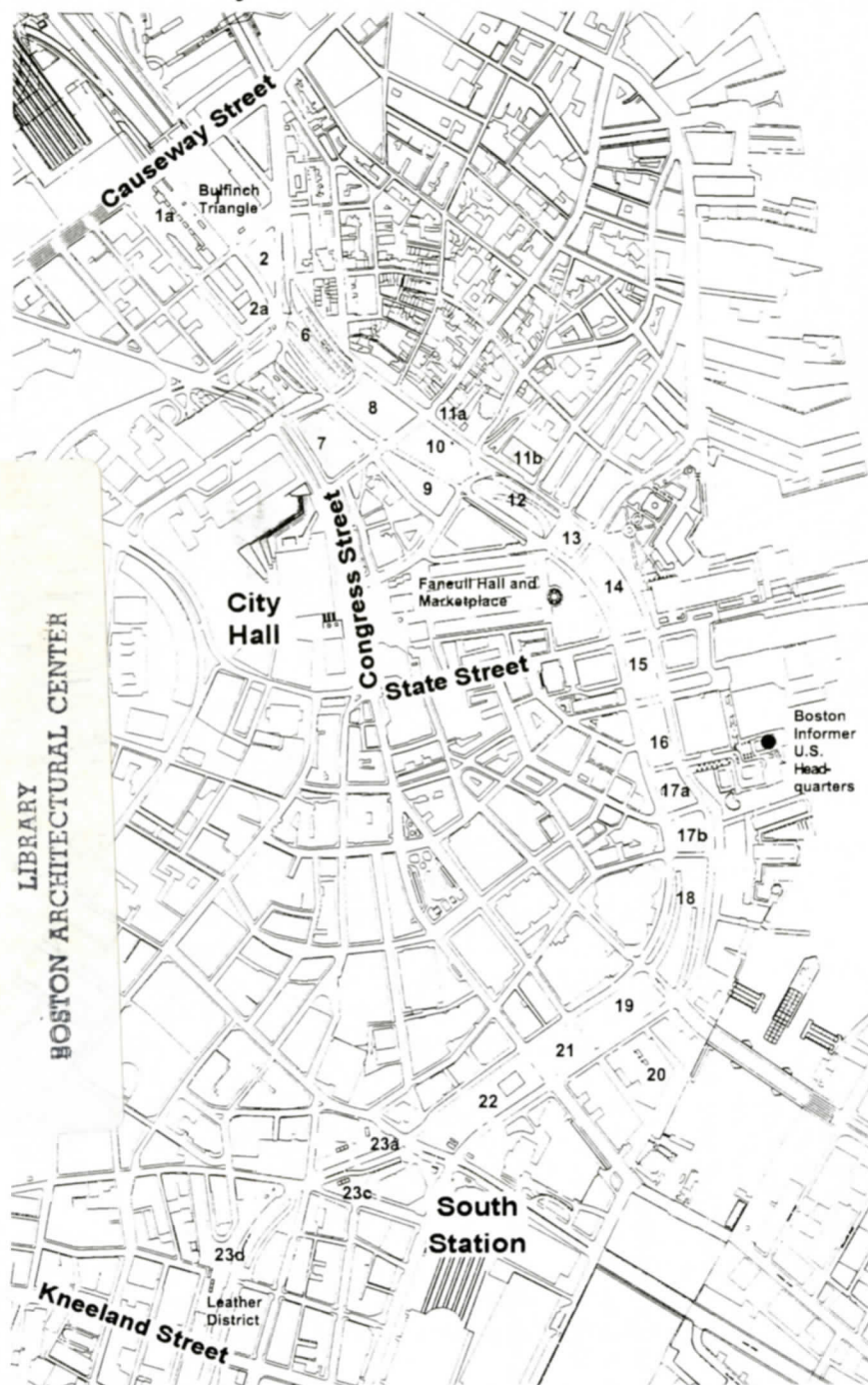
City
Sleuth
Citation

Annual awards on the
landscape and cityscape

THE BOSTON INFORMER

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Summer 2000

Central Artery Surface Parcels



Source: Central Artery/Tunnel Project The Boston Informer graphic by Lucia Vasak

KEY

- Parcels 23d, 23c, 23a, 22, 21, 19, 10, 8:** Designated open space parcels
- Parcels 22, 21, 19:** Mass. Horticultural Society buildings
- Parcels 18, 12, 6:** Ramp parcels

Central Artery Master Planning—

"Master planning" efforts for the 30 acres of land on the surface artery is in full swing...again. The study area for the planning in the Central Artery corridor after the elevated structure is torn down in 2005 covers the area from Causeway Street to Kneeland Street.

MassPike, current owner of the land, hired a consultant team led by SMWM of San Francisco with The Cecil Group and the Halvorson Company, both of Boston, to develop a master plan by April 2001. The effort is supervised by a five-person Corridor Master Plan Steering Committee. The committee is made up of representatives from the Central Artery/Tunnel project, City of Boston, Executive Office of Environmental Affairs, Artery Business Committee, and Boston GreenSpace Alliance. The first phase involves several rounds of public/community input meetings in central locales and in three sub-areas..

This is not the only planning for the surface parcels underway. The City has also formed "Project Completion Task Force," the meetings for which are held in private. State legislation passed in May 2000 established a 12-member commission (three each appointed by the governor, Senate president, Speaker of the House, and Mayor of Boston) to come up with recommendations for ownership, governance and maintenance for the Corridor parcels. The commission's recommendations are due by December 31, 2000.

MassPike's planners seem to be working with the directive for 75 percent open space set out in the 1990 environmental approval certificate. But the 1990 definition of open space is quite vague, and three Massachusetts Horticultural Society (MHS) parcels (19, 21, 22) that will have enclosed botanical gardens are called "open space" even though admission will be charged. Any plan to change the 75 percent open space directive would require a Notice of Project Change.

In previous plans, including Boston 2000, most of the open space had been designated for the North End (parcels 8, 10) and the central area (parcels 13–18), plus the MHS parcels. Parcels for development have called for mixed use or residential.

MassPike recently solicited and received nine concept development proposals for ramp parcels 6 and 12. The proposals included community center, residential, hotel, movie palace, and combinations of these.

People Movers

Ken Schwartz, from Massport to VHB.

Lynn Algrehn has left VHB for other ventures.

Erik Scheier is back in Boston at SYSTRA after a stint in Virginia.

Karen Arpino has left as head of design and construction at the MBTA.

Anne Galbraith of MBTA Capital Planning has left for other ventures.

Lisa Lepore, from BTD to The Rise Group, construction managers.

Tom O'Brien, former BRA director, is now vice president of IntelliSpace Inc., Internet access firm.

Rebecca Barnes has left Frederic R. Harris, Inc. for new ventures.

Abner Mason, from MBTA deputy general manager to Gov. Cellucci's chief policy advisor.

Robert Hayden, from Executive Office of Public Safety to MBTA assistant general manager for safety.

Constance Bodurow, from Artery Business Committee to Executive Director of the Automobile National Heritage Area, Detroit.

Todd Fontenella, from Somerville Community Development to EOTC "supervisor of alternative transportation."

James J. Kerasiotes resigned as Masspike chair.

James McGrail resigned as Masspike general counsel.

Jeremy Crockford resigned as CA/T chief of staff.

Jodi d'Urso resigned as Masspike chief of staff.

Patrick Moynihan was fired from CA/T project director; will consult to CA/T for six months.

Michael Lewis, from deputy director of the CA/T to acting director.

Peter Markle was reassigned from regional director of FHWA.

Andrew Natsios, from Mass. Secretary of Administration and Finance to Masspike chair.

Stephen Crosby, from private business to Mass. Secretary of Administration and Finance.

1 Washington Street Silver Line— Just 23 short years after the MBTA and the Commonwealth of Massachusetts started talking in earnest about replacement transit service for the relocated Orange Line on Washington Street in Roxbury and the South End, the MBTA has awarded a contract to "build" the new transit and rebuild the street.

The \$19.1 million MBTA and MassHighway project consists of reconstruction of roadways and sidewalks, drainage improvements, street lights, traffic signals, 14 bus stations, and landscaping. The transit mode finally selected for replacement service is a 60-foot articulated bus, powered by some type of alternative fuel.

DeMatteo Construction is expected to start construction in late summer and complete the job by December 2001. The new buses are expected to be delivered slightly later.

2 Logan Runway 14/32 and Hanscom—Massport has insisted for years that a new, short 5,000-foot runway is needed for smaller planes, especially commuter airlines, to relieve airspace congestion.

Opposition to the proposed Runway 14/32 from abutters and other groups and a Superior Court injunction preventing the runway have led the Federal Aviation Administration (FAA) to appoint an advisory panel to draft a supplemental environmental impact report (SEIR) for the proposed 14/32. Areas of concern include: regional airports and rail alternatives; estimated passenger demand for 20 years; other alternatives at Logan to reduce delays; and importantly, the ongoing conversion of commuter airlines from turboprops to small jets for which the proposed 5,000-foot runway would be inadequate.

Meanwhile, commercial service by Shuttle America has begun at Massport-owned Hanscom Field in Bedford over abutter objections. Ten round trips daily are offered to several East Coast destinations. Six round-trips to LaGuardia are proposed. Also, high-speed, four-hour Amtrak trains to New York are in service, with three-hour trains to come.

The SEIR is due by spring 2001.

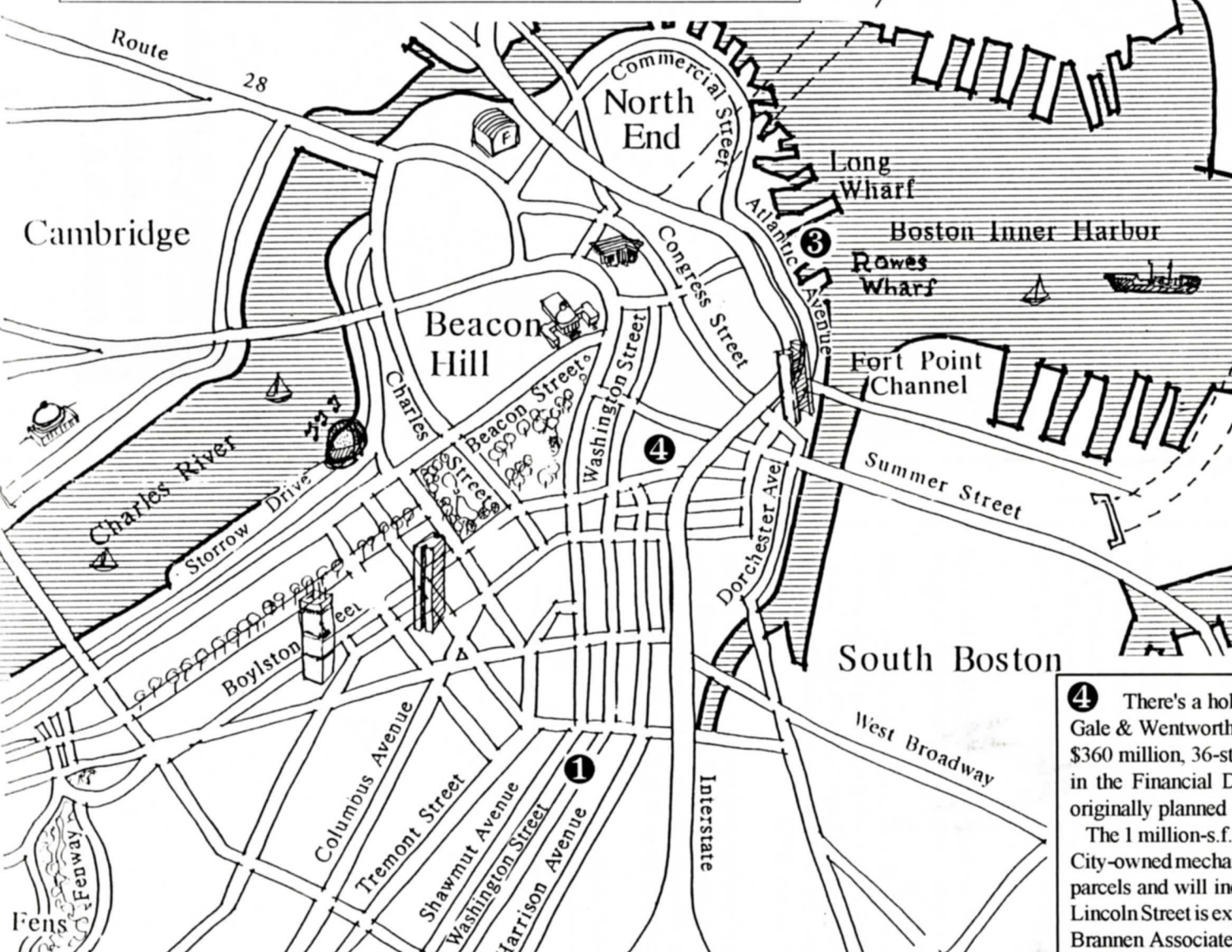
3 The New England Aquarium has broken ground for construction of an IMAX big-screen theater with seating for 400. The IMAX will have a flat screen 86 feet wide by 64 feet high which can show large-format 3-D films.

The project also includes expanding Central Wharf over the water on the south side to about the original wharf line. The IMAX theater will be at the southwest corner of the Aquarium plaza, and the whole project will cost about \$18.5 million, scheduled to open in fall of 2001. Theater architects are E. Verner Johnson and Associates of Boston; construction by Macomber/Cashman joint venture.

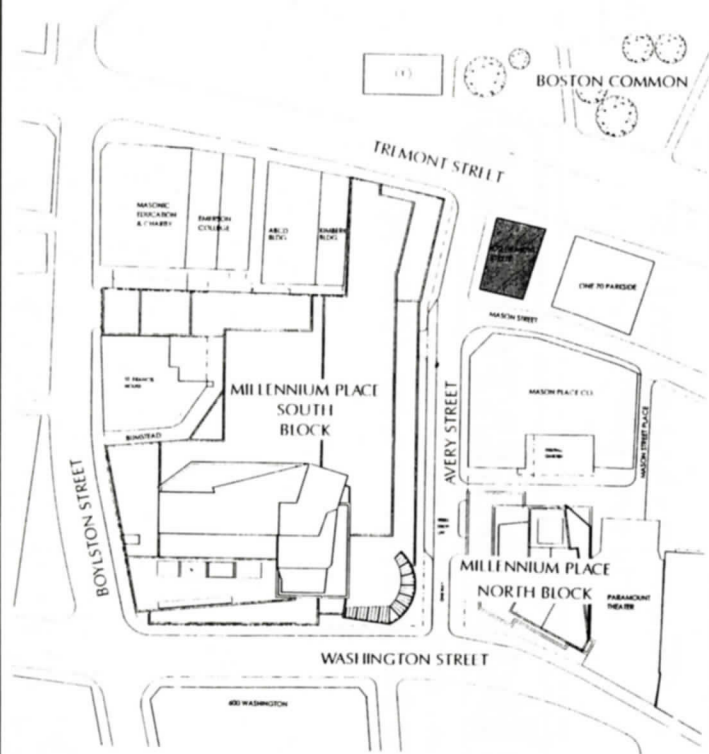
This is phase II of the planned Aquarium expansion. Phase I was the addition of the \$21 million east wing that opened in January 1998. Phases III and IV are the addition of a major—\$80 million—east wing building scheduled to start in 2002 with completion in 2005, and new plaza landscaping.

4 There's a hole in the ground at One Lincoln Street where Gale & Wentworth, New Jersey-based developers, are building a \$360 million, 36-story office tower. The first new office building in the Financial District in 10 years, One Lincoln Street was originally planned in the 1980s but died when the economy died.

The 1 million-s.f. development will occupy the site of the former City-owned mechanical Kingston-Bedford garage and two smaller parcels and will include underground parking for 900 cars. One Lincoln Street is expected to be complete in 2003. Architect: Jung/Brannen Associates.



Millennium Place, Washington Street

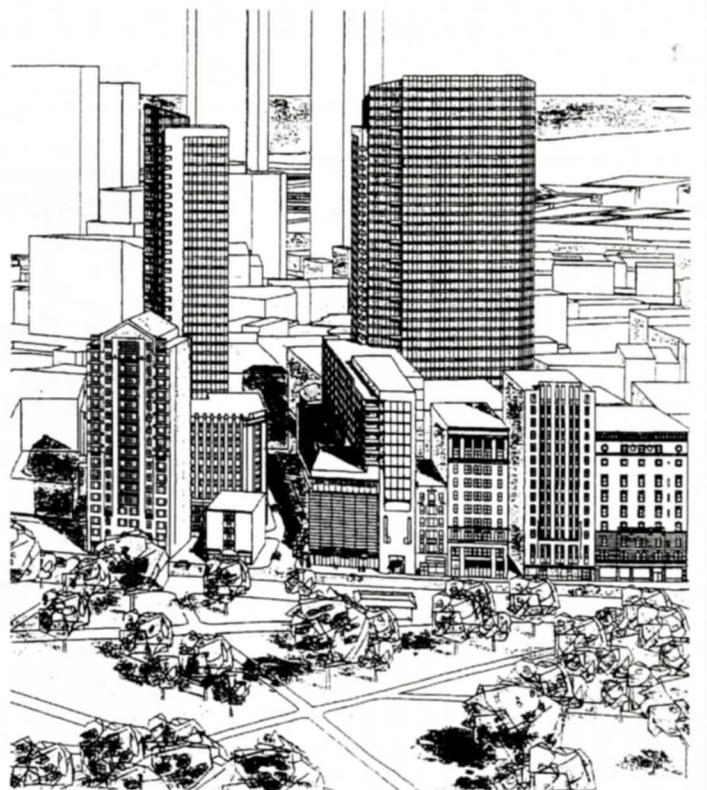


Millennium Place—The transformation of Lower Washington Street near Downtown Crossing continues. Millennium Place, the \$230 million mixed-use project, is rising quickly and consists of 1.7 million s.f. in two 400-foot buildings, each about 37 stories. Retail, about 300 condominiums, 18 movie screens, fitness club, 155-room Ritz-Carlton hotel, restaurant and five levels of underground parking round out the development. Commonwealth Center, a largely office project, was approved for this site in the late 1980s.

Although described by the developer, Millennium Partners, as "located at the southern corner of Boston Common," Millennium Place is located on Washington Street at the edge of the Combat Zone and is fueling development pressures on other Combat Zone parcels. The new "Ritz-Carlton, Boston Common," will have its entrance and face on a redesigned Avery Street.

The distinctive facade and upright sign of 1930s Paramount Theater, next to the north tower, will be restored as part of the Millennium Place project.

Both buildings are clad in gray granite, glass and metal panel and are designed by Gary Edward Handel + Associates of New York in association with CBT of Boston. Completion is expected in 2000.

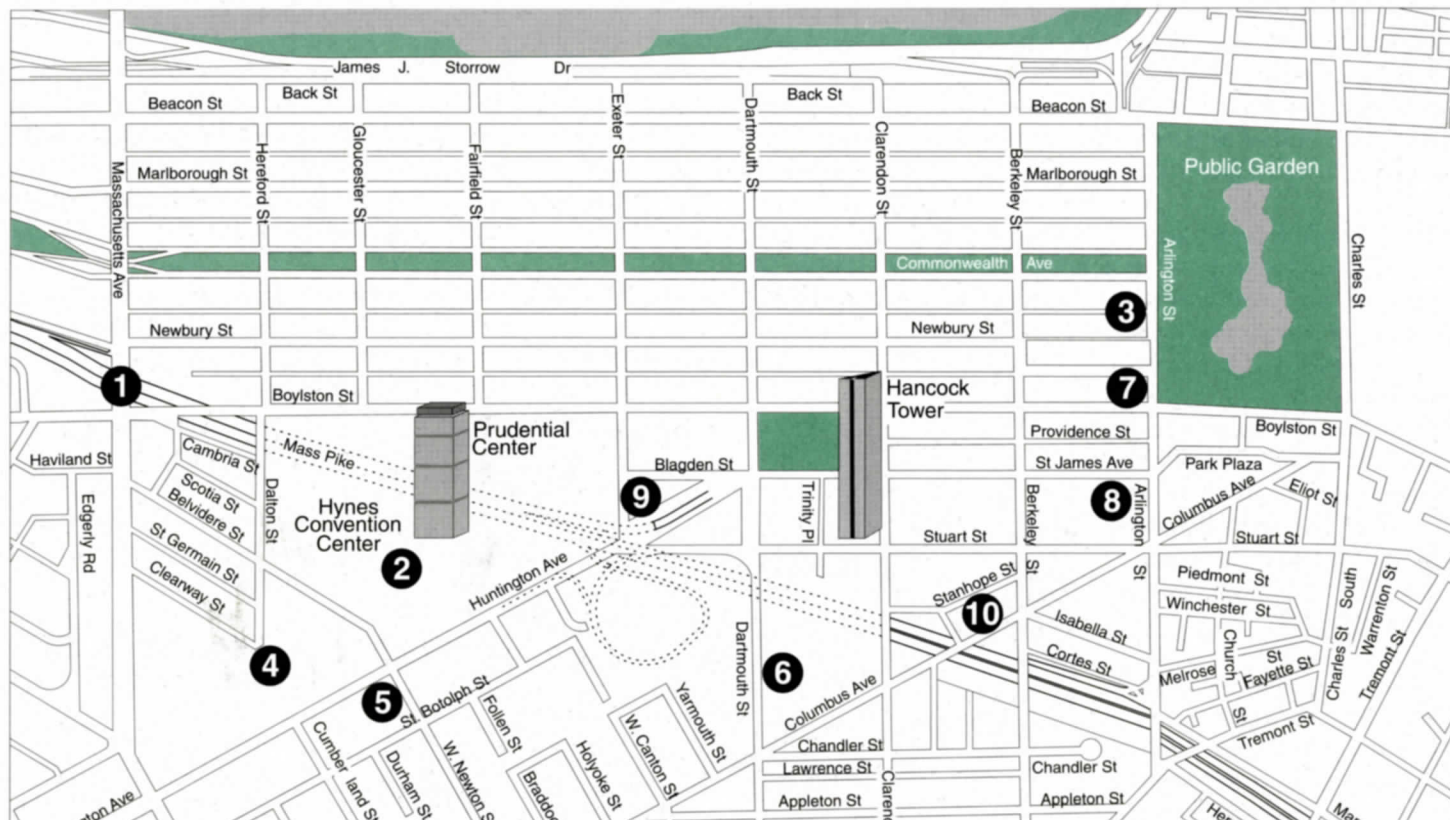


Source: Millennium Partners/MDA Associates

Back Bay Fill

THE BOSTON INFORMER

SUMMER 2000



Back Bay Blooms!

Development

Boylston Square/Massachusetts Turnpike Air Rights – Millennium Partners efforts to build a 59-story (or 49-story) mixed-use development including condominiums, hotel, retail, health club, parking, cinemas, etc. has been rejected by the Boylston Square Citizens Advisory Committee. The committee recommended that only one building taller than 15 stories be built on either the Massachusetts Avenue/Boylston Street parcel or the Dalton/Boylston parcel. All others should be no more than 14 stories.

In the recently released master plan for MassPike air rights, "A Civic Vision for Turnpike Air Rights in Boston," the Strategic Development Study Committee calls for all future developers to be selected through a participatory public process. It also establishes guidelines for potential uses, height, massing, view corridors, parking, and more that should serve as the basis for air rights proposals.

Ritz-Carlton – The Ritz-Carlton Hotel on Newbury Street continues to be shielded by distinctive blue construction scaffolding. The hotel is undergoing additional testing to help develop approaches to repair the existing 1920s elegant but crumbling facade. New Ritz owners, Millennium Partners, have asked for three more months of testing and evaluation before proceeding with the substantial renovation of the hotel. Construction would be likely to continue for 12–18

months. Millennium Partners is also the developer of the Ritz-Carlton, Boston Common, under construction at Millennium Place on Washington Street.

Park Plaza Development – The proposed residential and hotel development on Parcel P-2 in the Park Plaza area is moving forward. The 397,000-s.f. development includes 100–150 hotel rooms, 100–200 residences, retail space and up to 270 underground parking spaces. Millennium Partners is the developer. Architect: Gary Edward Handel + Associates of New York.

Prudential Center – A new 11-story, 65-unit condominium building—the Belvedere—is under construction at the Prudential Center. The new building, at the base of the 111 Huntington Avenue office tower, under construction, will have two floors of retail. The Belvedere is scheduled for completion in late 2001. Developer of 111 Huntington Avenue, Boston Properties, brought in InterCapital Partners of Houston to develop the condominiums while it will own the retail space.

Additional development plans for the Prudential Center complex call for 11-story residential and office buildings along Boylston Street; these are still in the design/approval stages. A recent proposal from Boston Properties and Four Seasons Hotel for an 11-story luxury hotel for Boylston Street is opposed by PRUPAC, the citizens advisory committee for Prudential Center development.

Christian Science Center – Major changes are planned for the Christian Science Center, as the First Church of Christ, Scientist continues with significant renovations to the Christian Science Publishing House. A \$50 million museum/library dedicated to Mary Baker Eddy—the largest collection of an American woman's life—will be housed within the Publishing House. The new 23,000-s.f. library, the Mary Baker Eddy Library for the Betterment of Humanity, will provide access to her collections and writings, a 7,500-volume public reading room, a 200-seat conference facility and private research rooms. A new glass and titanium entrance off Massachusetts Avenue will open up a garden, hidden for decades behind a 15-foot wall. The library is expected to be complete in 2002. Architect: Ann Beha Associates.

Colonnade Residential Towers – After four years of dispute, The Druker Company will soon break ground on a 213-foot, 20-story, 99-unit luxury residential “sliver” building at the corner of Huntington Avenue and Garrison Street. The City and the developer have committed to providing significant public benefits for nearby neighborhoods, including streetscape improvements. Construction is expected to begin in fall 2000 and be complete in late 2001. Architect: Elkus/Manfredi Architects.

Arlington Station MBTA Elevator/Headhouse

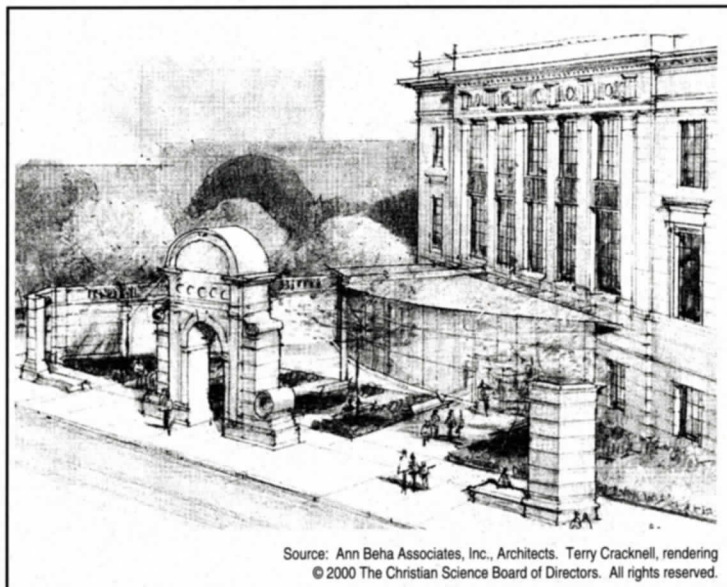
For four years, the MBTA has been trying to locate an elevator and new headhouse for the Arlington Green Line station. The MBTA recently looked at a number of alternatives, including a headhouse at the Public Garden (the site of a historic headhouse) and moving the headhouse and elevator from Arlington Street to Boylston Street. The MBTA and architects Leers, Weinzapfel Associates are leaning toward locating the elevator near the Arlington Street Church and are coordinating with the Church on access and side yard issues. Since the Friends of the Public Garden and The Druker Company, the owner/developer of Shreve, Crump & Low and Heritage on the Garden, are both opposed to the elevator in their domain, there's only one corner left....

131 Clarendon Street – The former New England Life garage on Dartmouth Street has been demolished to prepare for construction

of an 12-story office tower with four levels of underground parking garage for 725 cars. The third development team for this site, the team includes Edward Fish Associates, Heritage Property Investment, Sullivan Properties, and Weston Associates. A 1995 proposal to fill this gap in Dartmouth Street created by the parking lot/garage was for a movie theater complex with an IMAX theatre. Construction is set to be complete in 2002. Architect: Arrowstreet.

10 St. James Place – This 19-story office and retail tower on the site of the old Greyhound Bus Station, designed by Skidmore, Owings & Merrill, is now at the final height of construction. One of the first speculative venture office buildings to begin construction in the City since the early 1990s, the law firm Holland & Knight has leased space in the tower, scheduled to open at the end of this year.

Trinity Place – This 18-story (plus four-story mechanical hat), \$65 million residential building developed by Raymond Property Co. will have 141 luxury condominiums and a small amount of ground-floor retail at Blagden Street/Huntington Avenue adjacent to the Boston Public Library. Architect: CBT.



Source: Ann Beha Associates, Inc., Architects. Terry Cracknell, rendering
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Berkeley Street Police Headquarters

Landmark Ltd. of London was selected by the City to redevelop the old police headquarters on Berkeley Street into a 65-room luxury hotel. The developer would add two floors to the existing seven floors. However, the proposal, one of 15 submitted in late 1999, is threatened by the developer's delay in securing financing. The developer has offered \$16 million for the property with \$15.5 at the closing, and the money from the sale would be used for housing.

Open Space

Copley Square/Dartmouth Street – Plans are still moving forward to reduce the amount of roadway in front of the Boston Public Library. The City, with MassHighway, plans to close the southbound lanes and install “seasonal” planters and a kiosk on the paved area. Increased costs have led to a request for additional funds. In addition, the Parks and Recreation Department has installed protective decorative fencing around the planting beds at Copley Square Park and has installed tropical plantings in response to the expected global warming.

Commonwealth Avenue Mall – The Boston Women's Memorial, to be located between Fairfield and Gloucester streets, is moving ahead, with installation planned for fall 2001. Funding for the \$450,000 sculptural ensemble by Meredith Bergman includes grants from the Barbara Lee Foundation and Browne Fund and private fundraising including a gala in March that raised \$110,000.

Back Bay Fill

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"I'll give you half of parcel 12 if
I can have parcel 18..."

You were asking...

- Q. What is happening to the renovation plans for Christopher Columbus Waterfront Park in the North End?**
- A. After a series of community meetings, a general consensus on a new design for the park was reached. However, a February meeting, the final meeting to firm up the plan, was cancelled by the City. No additional information has been given by City Hall. Speculation is that the cost of the community-approved design is much higher than the City expected. No one knows the next move.
- Q. How is it possible for two Massport board members to be reappointed to additional seven-year terms?**
- A. In a sneaky maneuver, Massport Board of Directors members George Cashman and James Coull resigned before the end of their terms and Governor Cellucci appointed two new board members to serve out the terms. Then the governor appointed Cashman and Coull to new seven-year terms.
- Q. Why is it that no member of the public has ever attended a valet parking permit application public hearing?**
- A. Because the Boston Transportation Department (BTD), which issues the permits, does not notify the public or the local papers, abutters or community groups about the hearings, according to Joseph Kelly of the BTD.
- Q. Why is the Fan Pier area being called the South Boston Waterfront instead of the Seaport District, even though it's closer to the North End and Chinatown than it is to residential South Boston?**
- A. South Boston votes.

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